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Chief, Aircraft Branch, D/I

Information on New Soviet Turbojet and Turboprop Airliners

1. In order to fulfill the primary function of the Aircraft Branch -- that of providing economic intelligence on the Soviet aircraft industry -- certain specific gaps in intelligence regarding the new Soviet turboprop and turbojet airliners should be filled as soon as possible. The information required is as follows:

a. Characteristics of the aircraft.

- (1) Length, span and height.
- (2) Gross, max landing, max zero fuel, empty, and empty operating weights.
- (3) Passenger capacity.
- (4) Engine thrust or equivalent shaft horsepower.
- (5) Electronics (radar and electrical) equipment installed.
- (6) Fuel capacity.
- (7) Group weight statement (component systems weight breakdown).

b. Performance of the aircraft.

- (1) Cruising speed.
- (2) Cruising altitude.
- (3) Range.
- (4) Take-off and landing distances.
- (5) Specific fuel consumption.

c. Selling price of the aircraft (see paragraph 3 below).

d. Earliest possible delivery dates, and delivery schedules.

2. The new Soviet aircraft for which the above information is required have been given considerable publicity of late in the open press. Much of the above information has been included in these press articles, although in some cases the information is conflicting, and in all cases it is of dubious veracity. Following are the designations and descriptions of the new Soviet aircraft:

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**SUBJECT: Information on New Soviet Turbojet and Turboprop Airlines**

<u>Soviet Designation</u>	<u>NATO Designation</u>	<u>Description</u>
IL-18 (Moskva)	COOT	4 engine turboprop transport
TU-110	COOKER	4 engine turbojet transport
UKRAINE	CAT	4 engine turboprop transport
TU-114 (ROSSIYA)	(None)	(Unknown) transport
TU-104	CAMEL	2 engine turbojet transport

3. A suggested approach to this problem that appears to have a moderate chance of success is to request the information through foreign commercial airlines. These airlines have legitimate reasons for requesting such information inasmuch as airlines are frequently considering the purchase of new aircraft as replacement equipment.

4. If the approach suggested in paragraph 3 is used, it is requested that an attempt be made to obtain the selling price of the aircraft in at least one instance, in both rubles and in the currency of the airline's "nationality".

5. Another approach would be asking this information of Aeroflot directly, through international organizations such as IATA (International Air Transport Association) and/or ICAO (International Civil Aviation Organization).

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6. Details of this requirement were discussed with [REDACTED] of ER/PRR/RQS on 16 September 1957.

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7. This requirement has been coordinated with [REDACTED] of OSI/ASD/A and is considered to be a joint OMR, OSI requirement.

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